

THE OMAHA BEE

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THE BEE PUBLISHING CO., PROPS. H. ROSEWATER, Editor.

The democrats are in a quandary as to who their candidate shall be.

Chicago has a large lot of second-handed booms left over from the recent crop.

The wood-cut factories have so far done a booming business during this presidential year.

The national game of baseball will be somewhat interfered with this summer by the national game of politics.

After the democratic national convention, the Chicago hotel keepers can retire from business, as they will have made a fortune.

They now tell us that the moon is inhabited. This may be news to some few persons who have never seen the man in the moon.

The democratic national convention in Chicago, beginning on the 8th of July, will be about as exciting as the republican convention.

A GREAT many budding orators will bloom forth in their full glory this season amid a halo of sky-rockets and torch lights and the inspiring music of brass bands.

We move to amend the circus license ordinance by making the license \$500 a day. Circuses can well afford to pay that amount in such a great show town as Omaha.

The New York democratic convention meets on the 18th of June. It is expected that Mr. Tilden's letter positively declining the presidential nomination will then be read.

JOHN M. THURSTON is the Blaine of Nebraska. Tecumseh, Chief of the Blaine, who never ran an "oil room."

That statue of Justice, on the dome of the court house, although eight feet high, seems rather a diminutive figure and looks more like a flagstaff than a statue. It ought to be about twelve feet high.

Referring to the proposed elevated railway system in St. Louis, the New York Commercial Advertiser says:

St. Louis has decided to build a system of elevated railroads. Experience prompts New Yorkers to suggest that care should be taken to prevent any overflow of the Mississippi into the stock of the company.

It is no wonder that the Mormon population of Utah has increased so rapidly. In looking over a copy of the New York Tribune of October 13, 1860, we find the following announcement:

Elder Kimball, one of the leading Mormon saints, recently had born to him in one night no less than fourteen children.

The janitor of the state house was in charge of the great seal of state last week. Governor Dawes, Lieutenant Governor Agee, and all other state officers were at Chicago. If a riot had occurred, or a requisition had been wanted for a great criminal, or any emergency had arisen there was nobody on hand to attend to business.

A PROPOSITION has been made to construct an elevated electric railroad in St. Louis. A few months ago an electric surface railway six miles long was opened for regular business in Ireland. It connects Portrush with the Giant's Causeway. The power is generated by a 24-foot water power in the river Bush, and the electric current is transmitted by an underground cable to the railway. The road has a 3-foot gauge, and grades as steep as 150 feet per mile. Electrical science is making rapid progress and the St. Louis Globe Democrat says if Irish enterprise can construct such a line, St. Louis energy and capital ought to be able to build one.

The fashionable Chinese quarter of New York city is at present in a perfect flutter of pigtail over the arrival upon American shores of a real Chinese gentleman. While a very few Chinese females have been seen in the metropolis of America, they have in all cases belonged to the "rascals-washes" class. American notions of the real Chinese lady have generally been taken from tea-trays, fancy boxes, or books upon the Flowery Land. Mrs. Wo Koo, which is the lady's lovely and expressive name, has already expressed her amazement at the size of the most fashionable American boot. Her own lovely and aristocratic little extremities resemble those of a baby—in dimensions, that is to say, if not in symmetry.

THE NATIONAL PARK.

There was an interesting debate in the senate a few days ago over the bill granting the right of way through the Yellowstone national park to the Cinnabar and Clark's Fork railroad. The bill is looked upon with considerable suspicion, and will probably be defeated. It was strongly opposed by Senator Vest, on the ground that the introduction of any railroad into the park would ultimately result in the destruction of the park for the purpose for which it was originally intended. Senator Vest also took occasion to speak of the monopoly privileges in the park given to the Rufus Hatch company, and called attention to the fact that by direction of the interior department notices had been posted in the park confirming the monopoly of that company. It was originally intended to lease to the Hatch company 640 acres of the park, with absolute control of transportation and hotel privileges, but the senate prevented that. The senate limited the amount of land to be let in any one tract to 10 acres, and no more than one tract to one person. Congress had not adjourned a week before the secretary of the interior made a contract with the Hatch company to lease 10 acres, divided into seven parts, and each part around one of the seven special objects of interest in the park.

Senator Logan spoke strongly against the proposed railroad bill, and criticized the conduct of a prominent government official who had been lobbying for the scheme. He thought it in very bad taste for the department of the interior, having under its control the Yellowstone park, and charged with its protection, to have an official working for its destruction. Senator Van Wyck offered an amendment requiring the passenger and freight rates of the line to be approved by the secretary of war. He was glad, he said, to see that light was dawning in the senate. Senators had been to the Yellowstone and had seen and felt something of the monopolies which were felt by the people of all the territories. The Cinnabar road was, of course, only to get into the park under cover of another company and as a mining road.

It is hoped that congress will go slow in dealing out Yellowstone park in sections to the various monopolies. If one railroad is admitted others are sure to follow, and then the romance of the park will be more than half destroyed. The great beauty and attractiveness of the park consists in the wildness and undisturbed condition of the region. We do not want a railroad running to every place of interest in the park, nor do we want a hotel at every ten miles. The romance of camping out, the pleasure of riding on horse-back or going on foot from the point would then seem a hardship, whereas it is real enjoyment. Let the Yellowstone park remain as it is, and let it not be disturbed by railroads running all through it. It is well enough to have the railroads run to its boundaries, but no further, and we believe that we voice the sentiment of all tourists who have visited the great wonderland and spent any time there.

"RIDING TOO HARD."

We have been told time and time and again that the Nebraska railroads have gone out of politics, but every time that a campaign is to be fought, a convention to be held, or a legislature to be elected the railroads take a hand in the canvass. In this, history only repeats itself. As far back as 1860 the New York Central sought to dominate over the people of the Empire State, and did, to a great extent, control the politics of that commonwealth. In the presidential campaign which culminated in the election of Abraham Lincoln, the railroads were largely a factor in politics, and as usual were allied with the party in power. Horace Greeley, who courageously grappled with the corporate monopolists in those days, called a halt to their aggression by bold and fearless appeals through The Tribune, which was then the leading republican paper in America. It is decidedly refreshing, at this day, to read Greeley's vigorous articles on corporate misrule of twenty-four years ago, which are just as applicable at the present time as they were then. We reproduce the following as a sample:

RIDING TOO HARD.—Chauncey Vibbard, general superintendent of the New York Central railroad, has been nominated for congress by the Douglasites of the Mohawk district, and it is understood that Erastus Corning, president of said road, is to be nominated in the Albany district this week. Is not this rather "running the thing into the ground?" We make no personal attack on Messrs. Vibbard and Corning. Their politics are their own affair, and their personal character is not called in question. But we do most strenuously object to running the president and superintendent of that rich and powerful corporation for political office. It is a virtual attempt to constrain and coerce, by the power and patronage of a wealthy corporation, the votes of a thousand free men who are employed by, or have profitable dealings with, the great railroad, throughout two congress districts, extending from the Hudson nearly to Little Falls. Nobody supposes that everyone who is employed by, or sells wood or other material, to the railroad will be told in so many words, "Vote for Corning" or "Vote for Vibbard," as the case might be, "or look elsewhere for employment;" but the effect will be substantially this. Suppose two rival wood-owners, each employing twenty or thirty choppers and teamsters, one of them a republican, with most of his workmen, the other a democrat; each wants to sell the railroad five thousand cords, which is likely to find a market? Suppose a republican wood-owner were to hint, in a quiet way, that he could influence twenty or thirty votes among his hired men, and would do it in favor of the railroad candidate if it could make a satisfactory sale and get his money forthwith; who does not know that he would be likely to secure a favorable hearing?

We have heard, from time to time, that the Central was about to quit politics and mind its own business; but this does not look like it.

The Bankers' & Merchants' Telegraph Company has been absorbed by the Postal Telegraph & Cable Company. This gives the Postal Company control of over 9,000 miles of pole lines and 55,000 miles of wire. There will soon be completed 3,000 miles more of pole lines and 21,000 additional miles of wire, making a total of 12,000 miles of pole line and 76,000 miles of wire. The consolidated companies will have under this arrangement three routes between New York and Boston; three routes between New York, Philadelphia, Baltimore and Washington; three routes between New York and Chicago; two routes between Chicago and St. Louis; one route from Chicago to St. Paul and Minneapolis; one route from St. Louis to Kansas City and Omaha; a main line from Washington and New Orleans through Richmond, Augusta, Atlanta and Montgomery, and also extending to Norfolk, Charleston and Savannah; a second line to Atlanta by way of Cincinnati, Louisville, Nashville and Chattanooga. The new company will be operated in connection with the Commercial Cable Company, and cheap rates are promised. We have no doubt that we shall have cheap rates until this company and the Western Union consolidate, which is only a question of time.

The mediocre speeches at the recent Chicago convention are furnishing the text for numerous articles on the "decadence of republican oratory."

A BIG SUIT.

The Union Pacific Sued and A. A. Egbert Removed as Receiver of the Denver, Western and Pacific.

Denver News. An important decision was rendered in the United States Circuit court yesterday, Judge Hallet granting a decree in favor of the Farmers' Loan and Trust company, which is acting as the Trustee of the Denver, Western and Pacific Railroad company, against the Union Pacific Railroad company, A. A. Egbert as receiver of the Denver, Western and Pacific road and the Farmers' Loan and Trust Company of New York.

The suit was brought by the original Denver, Western and Pacific stockholders to vacate the decree in a suit brought by the Farmers' Loan and Trust company which is acting as the Trustee of the Denver, Western and Pacific road. Under the decision rendered by Judge Hallet yesterday A. A. Egbert is removed from the receivership of the Denver, Western and Pacific road and the condemnation proceedings are restrained. The Union Pacific and the Loan and Trust company are enjoined from foreclosing the mortgage or selling any of the land.

Judge Hallet decides that Fred L. Ames, one of the Union Pacific railroad directors, has apparently only the right to hold the stock of the Denver, Western and Pacific purchased by him—\$310,000, and has no right to take \$604,000 of the stock, as it is claimed he has taken, and that if the allegations in the bill of complaint is proven, neither Mr. Ames nor the Union Pacific Railroad company has any right to the bonds they claimed to own, and that in any event they could not share in the proceeds of the property except in the ratio of the amount of bonds which they actually paid for.

The decision gives a point in favor of the bondholders, but it is by no means a settlement of the suit, which will probably be a subject of legal warfare for some time.

Judge Hallet refused to let E. O. Wolcott, the attorney for the bondholders, have the decree for publication last night, as he (the judge) wishes to make some verbal and other corrections in the document.

ROYALTY IN THE COMPOSING ROOM.

How the Late Duke of Albany Set Type at the Case.

It was my destiny once to engage the deceased Prince Leopold, Duke of Albany, in a long conversation, writes a London correspondent. In the fall of 1879 Prince Leopold, accompanied by his former tutor, Canon Duckworth, visited the office of one of the largest of the largest of the London morning newspapers, on the staff of which I was at that time employed. I was deputed by the proprietors to show the Prince over the building, a task which occupied about three hours; for the Prince not only desired to see everything that was to be seen there, but to have it explained to him in detail. The poor old canon became quite wearied of the inspection, and once or twice hinted at the propriety of quitting, until the Prince told him plainly that he was not disposed to hurry. When passing through the composing room the Prince dumbfounded one of the compositors by asking him for the loan of his composing stick. Of course the Prince's request was at once complied with, when his Royal Highness proceeded to still further astonish the typesetters by setting two or three lines from a page of manuscript which lay on the case. It was evident that the Prince was perfectly acquainted with the arrangement of the cases and could compose type with ease.

Court etiquette requiring that no one who has not been officially introduced shall put any question to any royal personage I was preceded asking for any explanation I so ardently desired to have. Noticing, I suppose, my puzzled expression, the prince proceeded to enlighten me. He had learned practical printing, he said, when a young boy, at his uncle's in Germany, and had spent five weeks at the task.

There is no historic custom in the royal family of England, as there is in that of Germany, requiring every prince to go through the farce of pretending to learn a trade, hence Prince Leopold's knowledge of printing must have been voluntarily acquired. That the late Duke of Albany was an accomplished linguist and musician was generally known, but I think that it has been reserved for me to publish for the first time that to his other requirements must be added the art of the compositor.

The Bank Bandits.

NEWARK, June 9.—Chancellor Rubyn has issued an order on the Newark savings institution managers directing them to show cause why they should not be punished for the receipt of court-issued bank funds contrary to the chancellor's order.

AN AFRICAN RAILWAY.

The Proposed Line from the Red Sea Into the Soudan.

From the London Telegraph. The inevitable expedition will have to go by the route which nature indicates, and a man has followed since the days of Cambyses—that is to say, by the Suakin-Berber line, which is the nearest practicable between the Red Sea and the Fifth Cataract. Just as certain it is that a railway connecting these points will prove the indispensable adjunct and instrument of the undertaking. The narrow-gauge line which we can and must build will go up with the troops, water, food and support them, connect them at every hour with the sea and supplies, and continue to exist and to be profitable when the last British soldier had quitted Suakin. Long ago such a line ought to have been constructed. It has been contemplated ever since the early days of Ismail, and Tewfik would have established it, had Hicks defeated the Mahdi. The Mahdi, ourselves observed, when the discussion first arose about dispatching Gordon, that "the best possible Governor-General for the Soudan" would be the Berber Suakin Railway. "Even if Egypt expended the morning for its construction, it would prove the wisest outlay she ever made; but as a part of the cost of the campaign of relief alone, it would save vast sums, and may be considered, indeed, as a sine qua non of the enterprise, and the first and most important business to take in hand, when once the word is uttered that all these people who look to England for succor are not to perish.

Of course the railway thus contemplated must be cheap and simple. Experienced contractors affirm that a narrow gauge line can be laid over the easy country in question at the rate of five or six miles a day. The distance is about 280 miles, and, allowing for preparations and organization, it could be finished, whatever the weather, in four months. It is estimated to cost \$750,000; but then it is sure to develop commerce and intercourse and "amash the Mahdi" by the means most fatal to him. Fifty miles of the line is now lying ready at Wadi, the ironmaster of the Midlands could supply one hundred more on short notice, and the rest could soon be provided. Payment, slender enough in the eyes of the British navy, but dazzling to an Arab, would set the tribes of the desert to work night and day upon the job, and every league completed could be protected by armed trucks and engines, which could be held like mobile fortresses. Water may be got in quantities by means of tube wells wherever the Arabs find it in driblets, or might be run up and stored in tanks; all the way to within fifty miles of Berber there are springs; while at Kober, on high ground, there is quite a beautiful oasis, fit for a sanitary station. Moving up by this swift built line—which would have no great elevations to climb, and no serious hollows to bridge—the column of rescue would arrive at Berber, probably with little or no fighting, for even the fiercest tribes would know the Mahdi's reign to be over when the railway echoed from Mount Erkowet.

A PRESBYTERIAN PUDDLE.

Some More Light on the Depositions of Rev. Smith of Nelson.

REV. SMITH'S SIDE. To the State S. S. Association of Nebraska.—The State Sunday-school Association at its last meeting appointed me one of its delegates to the International Sunday-school Association. I applied to the executive committee for credentials and received the following reply:

HASTINGS, Neb., May 26, 1884. Mr. W. R. Smith, Nelson, Neb.: DEAR SIR:—Your postal card received. In view of the fact that you are a Presbyterian, I do not see how I can issue to you the credentials to the International Convention you seek. In fact I am surprised that you should ask for the same. It is the duty of the other members of the committee and they are of the same opinion. I regret exceedingly that I am placed in the position where I have to decline issuing the credentials.

Very truly yours, JAS. B. HARTWELL, Ch'n Ex-Com. State S. S. Ass'n.

I returned the following reply: NEBRASKA, Neb., May 26th, 1884. J. B. HARTWELL, Chairman Executive Committee State S. S. Association, Hastings, Neb.: DEAR SIR:—Yours of the 26th is at hand and contains a most comforting letter. I am astonished at the action of the committee in refusing me credentials to the International S. S. Association.

What moral or legal right has your committee to refuse a duly elected delegate his credentials on the account of the action of any Presbytery?

What is the Hastings Presbytery inflicting power?—Can it at one fell blow deprive a man of all right and privileges, whether the action of Presbytery be legal or illegal? Is the action of the Hastings Presbytery, whether right or wrong to be the criterion upon which to base the actions of all other parties?

According to the position of your committee what privilege has a minister deposited by the Hastings Presbytery? Can he purchase a piece of land or hold family worship?

Neither the state nor the international association are Presbyterians, and neither are they under the care of Hastings Presbytery.

But since my rec't experience with Hastings Presbytery, I am not disposed to let the delegates to dictate to the state of Nebraska as to who shall represent it in the international Sunday school association.

To the Editor of the Bee. The enclosed action of said committee is an outrage on humanity.

By the most shameful violation of our book of discipline, the committee did not cite me to appear for trial, gave me no chance whatever to defend myself, and now some of the same parties, members of the same church, try to induce me still further by refusing my credentials to the association.

THE OTHER SIDE. Mr. Henry M. James, clerk of sessions Nelson Presbyterian church, writes to THE BEE, under date of May 31, as follows: "In the Nuckolls county Herald of this week, Mr. Byram, stated clerk of the Presbytery, gives the other side (the side of W. R. Smith) as follows: 'I am merely suggest that when so many are interested it is but fair that both sides should be heard.'

The main points in the report of Mr. Byram are as follows: "He (Mr. Smith) was asked to appoint counsel, but refused. He was given opportunity through the entire time of taking testimony, to question the witnesses, but he refused to do so. He was asked at the close of the examination—yes, I may say, urged to make his defense but refused. I may say without fear of contradiction from any one that there never was a court more disposed to conduct its business with fairness, kindness and consideration for the accused than did the Hastings Presbytery.

He (Mr. Smith) conducted the prosecution did so, not as individuals, but as agents of the Presbytery.

"I am sure I speak the mind of the

Presbytery, when I say that their action was not induced by any desire to put down or deal maliciously and unfairly with Mr. Smith.

"I know the presbytery regretted very much—for his sake—that he should utterly refuse to defend himself in the case, and thus not only make sure of the result of the trial, but throw contempt upon the court.

CHICKENS AND DIAMONDS.

A Nevada Story of a Very Wonderful Series of Incidents.

From the Virginia Enterprise. Mrs. Nora McShane, who resides on the divide, near Hickory street, received a letter and a newspaper from her husband, who is in the diamond fields of South Africa. When nearing home, Mrs. McShane—who is not able to read writing—concluded to go on to the residence of a friend who generally reads for her the letters of her husband. While standing and debating in her mind the question of going at once to have her friend read the letter, Mrs. McShane almost mechanically opened the newspaper to have a glance at it, she being able to spell out print. As she opened the paper she thought she observed, as she says, "some bits of 'dithir or gravels' fall out of it, though she paid but little attention, thinking at the time that it was some 'schuff' that had worked in on the paper on the road." When her friend read the letter it was found that her husband—"trusting to luck," as he said—had sent in the newspaper as specimens no less than fifteen diamonds in the rough, ranging in value from \$30 to \$120 each. Here was a go, as not a stone remained in the paper. However, she remembered that when she opened the paper she was in a walk—where the snow was off the ground—just opposite the residence of a neighbor at once to have her friend read the letter, Mrs. McShane almost mechanically opened the newspaper to have a glance at it, she being able to spell out print. As she opened the paper she thought she observed, as she says, "some bits of 'dithir or gravels' fall out of it, though she paid but little attention, thinking at the time that it was some 'schuff' that had worked in on the paper on the road." 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